

## Strategy – Target Enforcement to Deter Behaviors Contributing to Lane Departure Crashes

### General Description

Upon analyzing North Carolina Crash data, there are several factors that are well represented in lane departure type crashes, all of which lend themselves to concentrated target enforcement efforts by law enforcement agencies. Single vehicle crashes account for 85% of all lane departure crashes and 66% of the resulting fatalities. Three primary factors contributing to these types of crashes include: Speed (52% of all lane departure crashes, 79% of all lane departure fatalities), Alcohol use (13% of all lane departure crashes, 36% of all lane departure fatalities) and unbelted occupants (68% of all lane departure fatalities).

This strategy focuses on encouraging law enforcement agencies and officers to identify and then to concentrate enforcement efforts on problem areas and peak times within their jurisdiction. The intent is to target locations rather than individual drivers. It begins by selecting a site identified as having a problem with lane departure type crashes. This should be based on observations and on the frequency of certain types of crashes as illustrated by available crash data. This strategy involves the design and implementation of a highly visible and intensive enforcement effort that is concentrated on a set of driving actions and violations thought to have specific relevance to lane departure related crashes at the selected area.

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### ***Technical Attributes***

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Target	Localized sites where crash history shows a distinctive pattern of lane departure crashes that may be attributed to casual factors including alcohol, speed and unbelted drivers/occupants.
Expected Effectiveness	With speed, alcohol and unbelted occupants comprising such a large percentage of lane departure type crashes, it is anticipated that by significantly reducing these types of violations in areas with concentrated lane departure type crashes, that the number of the targeted crash types should be reduced.
Keys to Success	<ul style="list-style-type: none"><li>• Careful identification of target sites is important.</li><li>• Coordination between law enforcement agencies, highway safety engineers and the courts.</li><li>• Public education involving news and print media.</li></ul>
Potential Difficulties	Traffic engineering and highway design offices may not be willing to get involved with what they believe is a “law enforcement” problem. This becomes a distinct possibility when these types of crashes are defined in terms of violations of <i>traffic laws</i> .
Appropriate Measures and Data	<ul style="list-style-type: none"><li>• Numbers and types of citations.</li><li>• Numbers of officers on special/dedicated patrol and officer time spent on patrol.</li><li>• Disposition of citations issued within these target areas.</li><li>• Future numbers of target crashes within the target areas.</li></ul>
Associated Needs	Mutual understanding and cooperation between the key players; engineering, enforcement and the judicial system. If any one of these components breaks down, then the success of the entire process will be questionable.

Organizational, Institutional, and Policy Issues	<p>Close working arrangements among traffic law enforcement, courts, and traffic engineering need to be in place. In many areas, cooperation between different police agencies (local police department, state highway patrol and/or sheriff's department) may be required.</p> <p>With the exception of automated enforcement approaches, this sort of program is labor intensive. Therefore, issues involving the allocation of personnel will arise. This would be the case even if overtime for officers were funded from grants. Where police personnel shortages exist, traffic enforcement functions are usually affected more than areas such as violent crime prevention, due to priorities.</p> <p>Engineers and law enforcement personnel often view each other as distinct entities whose work does not overlap. This strategy requires that these views be replaced with an understanding that a team approach is needed. However, since the two operations are usually in separate agencies, there will be institutional issues to be dealt with.</p> <p>Early involvement of all stakeholders is a must. They should have input at the beginning of the planning for a program.</p>
Issues Affecting Implementation Time	<p>Given the need for inter-organizational cooperation, identification of target locations, development of enforcement strategies, measuring the "before" conditions, and gaining public cooperation, a minimum period of six months is likely to be needed prior to starting enforcement.</p>
Costs	<p>While the costs of a given program will be quite specific to local conditions, a number of elements of that cost can be identified. These include pay/overtime for police officers, training expenses (if applicable), marketing efforts, supplies, and evaluation expenses.</p>
Training	<p>Because it is essential that all three of the major players in this effort work and function as one entity, training or education of engineers, police officers, prosecutors and judges will be crucial to the success of the program.</p>
Legislative Needs	<p>None at this time.</p>